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INFORMATION REPORT

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COUNTRY Bulgaria

SUBJECT Notes on Bulgarian Civil Transport: Uniforms/Abolition
of Transport Courts/ MTS Station at Bolyarovo Projects
of the Maritime Construction Branch, Burgas

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Uniforms for Civil Transport Workers

1. "In November 1952 an Order of the Bulgarian Council of Ministers introduced uniforms for all officials and employees of the Railway, Sea, Air and Motor Transport organizations. The uniforms have badges and stars indicating seniority.

Abolition of Transport Courts

2. "At the same time the existing Transport Courts were abolished. All cases connected with nationalized transport were transferred to the jurisdiction of the military courts. The Transport Courts in Bulgaria had been under the control of the Ministry of Transport. They tried the cases of railway employees, motor transport employees, sailors and civil air pilots. The Transport Court in Burgas consisted of a president who was a lawyer, one railway employee, one driver, one sailor and one employee of the Civil Air Transport. Usually the sentences rendered by these courts were worse than the sentences of the military courts. For example:

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- a. In January 1952 the Transport Court in Burgas tried the case of Kalut Kojiev, a bus conductor, native of Malko Turnovo. In issuing a ticket to a passenger he had written 180 lev instead of 1,080 lev, but he had written the proper amount in words and his sums were correct. For this error the court sentenced him to have 25% deducted from his basic salary for the year. He worked on the bus line Burgas-Elkhovo.
- b. In February 1952 on the Burgas Pomorie railway line near the airfield of Sarafovo a train coming from Burgas in the direction of Pomorie struck a bus coming from Burgas towards Stalin (formerly Varna). Two bus-passengers were killed, several wounded. There was no doubt that the bus driver, Zelazko Tcholakov of Varna, was guilty. Because he was a prominent CP 'activist' the Transport Court declared him 'not guilty'. The train engineer was sentenced to 10 years in jail and a fine representing the cost of the bus repair.
3. "The machine-tractor station (MTS) in Bolyarovo, county Elkhovo, was established in fall 1951. In summer 1952 there were at the station:
- 15 heavy caterpillar tractors (five Stalines, five D T and five Kadie - all of Soviet production, Tractor Kharkov Plant and Stalinec)
 - 32 light tractors (four US Fordson, 10 German Fordson, 12 Wallis, two Czech Steyer and four other old ones).
 - 35 threshing machines (25 Dimitrovki of Bulgarian production from the factory in Ruse - smaller than the Dimitrovki, three old German Gasheich)
 - 11 combines (5 automotive and 6 for trailers - all Staline make)
 - one ZIS 105 truck
 - seven or eight old harvest machines in the villages.
- There were still no sheds for all this equipment.
4. "MTS personnel:
- a. Station Director was Toncho Georgiiev, about 40, native of Sitovo, county Elkhovo. High school graduate, no technical knowledge. A Communist. Before he became Station Director he was member of the county committee in Elkhovo.
 - b. Technical Director was Dimitar Mishlenkov, about 50, of Elkhovo, Trained machinist. Employed 1938-39 in Germany. Good specialist.
 - c. Politicheski otgovornik (fnu) Velikov, about 35, of Malomirovo, county Elkhovo. High school education. Active Communist.
 - d. Bookkeeper Teodor Yanev, about 45, of Bolyarovo, county Elkhovo, a Communist.
 - e. About seven other officials, eight workers in the repair workshops and about 50 tractor drivers and their aides were permanently employed. Forty more tractor drivers were hired for the harvest season. Twenty-two drivers and their aides were employed permanently. Five workers and one official were attached to each threshing machine.

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5. "The driver of a threshing machine received 1.16 lev plus one kilogram 300 grams wheat from every ton of threshed wheat. An aide received 0.92 lev plus 900 grams wheat. A worker received 0.98 lev plus 1 kilogram wheat. A secretary received 0.72 lev plus 400 grams wheat. There was a deduction of 12% for income tax from the whole pay. When threshing barley a kilogram of barley was accounted for as a kilogram of wheat, but the base was the barley's price translated into wheat price so that the workers received for threshing barley about 70 kilograms of wheat instead of 100 kg. as for the threshing of wheat. The 'norm' for a threshing machine in one season was 350 tons; I have done 520 tons. For threshing above the 'norm' the pay was a little higher. Food was provided by the collective farm with which we were working. At the end the collective deducted 180 lev from our pay for food for three months. When we started to work we were paid 100 lev in advance. In the middle of the season they gave us another 200 lev advance. The accounts were settled at the season's end (three months). The cash balance was paid; the wheat was not distributed until the end of November. The workers in the workshop were paid from 300 to 660 lev a month: 300 lev to a worker, 660 to a foreman-engineer. The combine drivers were very well paid. Some earned 8,000 lev and 5,000 kilogram of wheat per season.
6. "For every 100 kilogr. of threshed wheat the collective and the private farms paid 7 kilogr. 710 grams of wheat. For the combines they paid 11% of the harvest.
7. "The Morska Stroitelna Sekcia (Maritime Construction Branch) in Burgas does construction work for civil transport in the District of Burgas. In the fall of 1952 it was engaged on the following projects:
 - a. Works connected with the construction of the railway line Burgas - Stalin (Varna) within the sector Dolno Ezerovo-Kamzhar, county Pomorie. The bank was already finished, and workers were employed on the construction of this line. They worked on a piece-work basis: 11 lev for digging out one cubic meter of earth and transferring it to the bank. The workers paid for their food and lived in damp barracks. The food was scant, housing conditions bad and the pay very bad. Many workers were absent from work (Tekuchestvo - absenteeism).
 - b. On the civil airfield of Sarafovo near Burgas a station building was under construction. A square area 50 x 50 m in the front of the building was being paved with concrete. Passenger planes had to land and take off from this area. There were no concrete runways at this airfield. About 60 construction workers were working there: skilled workers, tracklayers and concrete workers. They earned more pay and had better conditions than those on the railway project.
 - c. North of the village of Atanasovo, construction of a radio station for the civil airfield in Sarafovo. About 25 men were employed.
 - d. Near the railway station at Burgas Zapad (West) construction of two apartment buildings for railway workers. About 100 workers were employed.
8. "Under the Plan for 1953 the Burgas Construction Branch was to start construction on the Dolno Ezerovo - Grudovo (formerly Sredets) railway line, which is to form a local branch of the Burgas-Sofia line.
9. "The workers employed in the transportation of building materials were paid for every transported ton. For loading, transporting and unloading at destination

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one ton they received 4,70 lev. The workers paid for their own food. They were working from six a.m. to 11-12pm. They transported sand, gravel, cement, etc."

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